

**Church, Steve@ARB**

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**From:** michael bailey [michaelebailey@cox.net]  
**Sent:** Sunday, September 27, 2009 5:43 PM  
**To:** Church, Steve@ARB  
**Subject:** ETAAC Advanced Technology Development Draft Comments

My comments on the ETAAC Draft report is that it shows why alternative sources of power seem slower to develop with some key barriers to be overcome. Financial is a major barrier and so is the permitting process. There should be something like a one-stop shop where project managers can go to get their state, county, and local permits handled in one central place without duplication of state, county, and city requirements. There could be a special ombudsman at the one-stopshop to help the managers of the project through the permitting process and the managers would work with the same set of permitting officials through the permitting process. Funding for projects should be easier to obtain. This could be done by federal and state low or no interest loans and grants. A better economic climate could be created for alternative energy sources at county and city levels by issuing "ENERGY STAR" mortgages to new homeowners who buy energy efficient homes. A lot of cities and counties have first time homeowner programs that these mortgages would work well in. There is also AB811 that allows city and county energy improvements to be financed by increasing property taxes. And also utility on-bill financing for energy improvements. It will probably take a combination of the three to make major headway. The AB 811 process will probably be the least popular because raising property taxes is always a major political issue; but bonds might be another way to implement AB 811. Federal funding will play a major role in alternative energy development. One example is the ARRA. The suppliers, installers and service people for the new energy efficient technology should be close to where most of the people live and work. And more installers and service people should be trained to install, service, and repair the new technology. This could be done through grants to school district ROP programs and to community colleges as well as through industry associations and labor unions. Graduates from the programs would be licensed by the state by a board of top experts in the field. At the same time, we need to move toward zero emission vehicles which will also require alternative energy sources to supply the electric power or hydrogen to power the vehicles. One good example is AC Transit in Oakland which just got a USDOT grant that will greatly increase the size of its solar power capability. It already had some capability and it was already running some hydrogen powered busses. But the new solar capability will allow it to manufacture the hydrogen for its busses onsite at the bus base and to add more hydrogen powered busses to its fleet. The Port of Los Angeles has invested in all-electric powered drayage trucks that can travel 40 miles an hour for up to 60 miles on a charge. And the state is getting ready to launch a program similar to the federal Cash for Clunkers Program that will help car buyers buy all-electric or hybrid electric cars. Clean fuel for vehicles means expanded opportunities to develop alternative energy sources like wind and solar that will create an emissions free power and fueling process. I am a member of People First, California, Orange County Chapter. People First works with and for disabled persons. Thank you and best wishes, Michael E. Bailey, 25801 Marguerite Parkway, No. 103, Mission Viejo, CA 92692.